[Shri P Shiv Shanker]

and Kashmir. From across the border, terrorism is being encouraged and aided and persistent attempts are being made to arouse secessionist sentiments in the valley. It is necessary for all Indian patriots to set aside their ideological and political differences and to act unitedly for defending the unity and integrity of the country. The role of the people of Jammu and Kashmir in our nation building efforts ever since their participation in our struggle for national freedom has been a glorious one. Jammu and Kashmir has a proud tradition of communal harmony and tolerance. The cultural identity of Jammu and Kashmir has been maintained and shall be maintained. The legitimate aspirations of the people of Jammu and Kashmir will continue to have full expression. At the same time, no sinister designs against the unity and territorial integrity of India shall be permitted to succeed. The nation stands united and committed to this goal. Secessionism and subversion against the rule of law will, at no cost, be allowed in our democratic system.

This House is convinced that within the framework of our democratic and secular polity, the political activity in Jammu and Kashmir must be revived. All our efforts should be unitedly directed to this national goal. This House appeals to misguided sections of people in the Kashmir valley to abjure violence and take recourse to peaceful ways for the redressal of their grievances for which abundant opportunities exist within the Constitution of India.

The motion was adopted.

SHRI JAGESH DESAI : Unanimously.

THE DEPUTY CHAIRMAN: Yes, it is unanimous. There was no dissent.

Mr. George Fernandes. Supplementary Demands for Grants (Railways).

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1989-90

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Madam, I beg to lay on the Table a statement (in English and Hindi) showing the Supplementary Demands for Grants (Railways) for the year 1989-90.

THE DEPUTY CHAIRMAN: Special Mentions. (*Interruptions*)

श्री अटल बिहारी वाजपेयी (मध्य प्रदेश) : एक्सीडेंट कहां का है ?

उपसभापति : बाद में होगा ।

SOME HON. MEMBERS : What about the Statement?

THE DEPUTY CHAIRMAN : We cannot have the Statement just now. He has laid only the Supplementary Demands for Grants. (*Interruptions*) Please listen. I am explaining . He wanted to make the Statement. If he makes the Statement, then it will be delayed because the Members will ask clarifications. (*Interruptions*) You were sitting on this side. You know our House procedure. By mistake the Secretariat distributed. I requested the Minister. On my personal request, he is not making the Statement. (*Interruptions*) Mr. Sibtey Razi, please take your seat. You do not know what is happening. He wanted to make the Statement. It is not listed for today. The Statement is not listed. (*Interruptions*) Please take your seat. Every moment you just get up. All right. I will ask the Minister to make the

Statement. You do not want the House to be run properly. This is only a way of obstructing the House. You do not understand what is happening. I told the House that on my personal request the Minister withdrew his statement. If the Secretariat distributed it, it is a mistake. I appologise on their behalf. All right. Are you happy?

SHRI SYED SIBTEY RAZI (Uttar Pradesh) : Why are you giving the impression that we are not cooperating with you ?

THE DEPUTY CHAIRMAN : Don't cast aspersions on the Chair. Otherwise, I will ask you to leave the House.

SHRI SYED SIBTEY RAZI : I am leaving the House.

(*At this stage, the hon Member left the Chamber.*)

THE DEPUTY CHAIRMAN : Now we take up Special Mentions. Shri Gurudas Das Gupta.

SPECIAL MENTIONS

Report of the Committee set up by Indian Airlines on Pilot Training

SHRI GURUDAS DAS GUPTA (West Bengal) : Madam Chairperson, I have been able to get a copy of the High-powered Committee report which the Government did not publish. The Government had appointed a Committee under the Ministry of Civil Aviation *vide* Order No. 11015/II/88/SSV dated March 1989 headed by B.K. Bhasin to study the existing training procedures and methods followed in Indian Airlines for Pilots to identify the areas of weakness and to suggest remedies. I make this Special Mention because recently there has been a plane accident near Bangalore and all types of motivated reports are being circulated. Some people say that it is because of the technical failure. Some people put the blame on the Pilots. Whatever may be the reason, the plain truth is that everything is not well with the Indian Airlines, particularly with the training of Pilots which makes the air travel extremely unsafe. Therefore, I rise to draw the attiion of the Government.

The High-powered Committee consisted of Director, Indira Gandhi Uran Academy ex-Managing Director of the Indian Airlines, ex-Director (Training)of Air India and Capt. R.P.S. Garcha, Commandding Officer, No. 35 Squadron, Indian Air Force. Therefore, this has been quite a powerful Committee. The Committee submitted its report in September 1989. But the report has not been published. Unfortunately, the report clearly indicates that all is not well with the training for freshers and back-up training of Indian Airlines, There is a serious lacuna. The name of the report is : "It is time for change." This name is itself highly suggestive. In this 100 page report, at Page No. 5 it is clearly stated :

> "The Indian Airlines has formulated a selection procedure through written tests, group tasks and interview. This system does not appear to be standard to give an assured quality of result. The I.Q., speed and apitude test results have shown variance when selection agency was switched over."

To show how lamentable the situation is, I quote from the report:

> "We understand that hardly 25 pilots out of 250 pilots passed the test which was conducted by an agency of Bombay as compared to an average passing of about 70 to 80 pilots when the test was conducted by the MCM, Calcutta."

Madam, at page 6, it is indicated that 'flying training for new co-pilots is not adequate.' At page 6, it is again stated that "at present